

GULF ICE NOW THREATENS FLEET

Herring Vessels Obligated to Leave Bay of Islands With Partial Cargoes.

Four of the Fleet Now Imprisoned in the Ice.

The ice situation at Bay of Islands, N. F., is the sole topic of conversation among vessel owners and others interested in the herring situation, and from early yesterday up to this morning there was a constant flow of telegrams of most anxious inquiry in the direction of Birchy Cove. Several answers were received and from them it appears that the freeze and blizzard was one of unusual intensity.

Some of the telegrams state that four vessels are in the ice, schs. Constellation, Dauntless and Ella M. Goodwin, which are frozen in in the Humber Arm, and sch. S. P. Willard, which is caught in the ice also, but not very far in from open water, and which may be got out.

One message received last night stated that the blizzard was decreasing in violence and that 15 vessels were all ready and would sail first chance, with partial cargoes. The dispatch also stated that the thermometer still registered below zero.

Beside stating that some vessels were caught in the ice, the message also brought the disquieting news that the gulf ice was reported.

Vessels Given But Little Time to Get Out of the Bay.

This means that the vessels have but little time in which to get out of the bay, and that they may have to put to sea even in the face of adverse weather conditions, for should they be caught in the bay when the gulf ice sweeps irresistibly down and closes the gulf outside of the bay, it would be tempting destruction to try to make progress down the gulf, destruction not only to vessel but to crew.

Should the gulf ice floe pile up across the mouth of the bay, all the crafts inside, whether caught in the bay ice or not, would be in for all winter and well into the spring.

Entire Fleet Probably Sailed This Morning.

Telegrams this morning state that some of the fleet are sailing, so it can be taken for granted that this means a general exodus from the bay today for it can be assured that no skipper, under present conditions, will remain there a minute longer than he has to and the chances are that by night the only Gloucester vessels left in the bay will be those which are caught in the

ice and are for that reason unable to join in the homeward dash.

From various reports it would seem that the recent blizzard was the worst of the winter and that the cold came quickly. The glass registered as low as 17 below zero.

Attempts Being Made To Clean Some of the Imprisoned Craft.

A message to Orlando Merchant yesterday afternoon confirms the report of sch. Constellation being in the ice. It was from Capt. Reuben Cameron and stated that the craft was frozen in in the Humber Arm.

Messages to the Cunningham & Thompson Company correct the report that sch. Norma is frozen in and state that that craft is all right at Woods Islands, but that their schooner, S. P. Willard, is caught in the ice pack, though not far from the edge of the floe and it is hoped that she may be liberated in time to start for home before the gulf ice comes down.

The Newfoundland government cruiser Fiona is working on the Willard, trying to break the ice and pull her out, and Capt. Wallace Parsons and John Keoughan have large gangs of men at work cutting and sawing the ice about her and making desperate efforts to get her clear.

Nothing has been heard regarding sch. Ralph L. Hall, which was first reported to be in the ice, but she was known to be at Woods Islands, in company with sch. Judique, and as a telegram to Capt. John Chisholm from Capt. Douglas McLean states that the Judique, which was the first reported in the ice with the Hall, is all right and not in the ice, and with schs. Monarch is among the 15 ready to sail first chance, it is thought that the Hall is probably all right also.

Sch. Effie M. Prior is among those ready to sail. She has a part cargo of frozen herring.

Several messages have been had some of which say that sch. Constellation and three others are in the ice while others merely contain the words, "Four vessels caught in the ice" and mention no names at all.

Definite News of Situation Received This Forenoon.

Real definite news of the whole situation, and practically the first to tell the whole story, came just before noon to the Board of Trade, in a message signed by Capts. Parsons, Cameron and Devine. The dispatch which

was dated at Curling, Bay of Islands, at 10.40 o'clock this forenoon, said:

"Dauntless, Constellation, S. P. Willard and Ella M. Goodwin caught in the ice in the Humber. Monarch cut out by Fiona. Difficult to get others out. Weather milder today."

This dispatch being signed by the three skippers and sent as it was to the board of trade probably tells the names of all the crafts which are caught in the ice floe and gives present conditions about as they are.

A telegram last night to the Gorton-Pew Fisheries Company, from Bonnie Bay, N. F., conveyed to that concern the pleasing news that their sch. Essex, which has been in the ice for several days, has been freed alright and will sail for home immediately with her cargo of herring. The concern also later received another telegram, this one from Bay of Islands, stating that none of their crafts had been caught in the ice there.

The crafts which the combined skippers dispatch says are caught in the ice are owned as follows: Sch. Dauntless is owned by Capt. Carl C. Young. This craft is in command of Capt. John Glinn and Capt. Young, the owner, is also with her in charge of loading.

Sch. Ella M. Goodwin, owned by M. Walen and Son and Capt. James D. Goodwin and is in command of the latter.

Sch. S. P. Willard is owned by the Cunningham and Thompson Company and is commanded by Capt. John Keoughan.

Sch. Constellation is owned by Orlando Merchant and is commanded by Capt. Reuben Cameron. It was this craft that the late Capt. Thomas Bohlin commanded at the time of his death and Capt. Cameron went down to Bay of Islands to take his place in charge.

It is understood here that the Fiona will work hard to free the imprisoned crafts and that if she fails, the interest here will try and get the services of one of the big ice breaking steamers which make their headquarters at Prince Edward Island and are owned by the Canadian Government. Should the gulf ice hold off long enough so that the bay is not closed for a few days, there is no doubt but what this ice breaking craft would release the imprisoned vessels.

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FOUR VESSELS REPORTED IN ICE AT BAY OF ISLANDS.

Arctic Conditions Now Prevailing on Newfoundland Coast.

Possibility That Shift of Wind May Release the Crafts.

Severe cold weather has settled over the Newfoundland treaty coast and four vessels of the American herring fleet are reported frozen in at Bay of Islands. Today a fierce northwest wind is raging, with thermometer way down.

Dispatches to several of the firms here confirm the news of the severe Arctic conditions now prevailing at Bay of Islands, and all having vessels there for cargoes of herring have ordered them to leave for home as soon as possible and get out of the bay before they become nipped in the ice and have to remain there until next spring. The heavy wind, which is dead ahead, prevents the vessels from getting away today but as soon as it moderates, and there is any show at all, there will be a regular procession of vessels out by Weebald.

No Gulf Ice Yet Reported at Bay of Islands.

No gulf ice has yet been reported on the Newfoundland side of the gulf, but it is known that very severe cold has been in evidence for the past few days all along the coast and over across at Anticosti and at the later place, the ice has already formed. With these conditions prevailing, it is only a question of a very short time when the gulf ice will be showing off Bay of Islands and not only that place but the whole Gulf will be closed effectually to navigation by the great ice barrier.

Advices here tend to show that ice is forming in the Bay of Islands itself

and so bad is the situation that press dispatches of last night from there say that the Newfoundland government cutter Fiona has left anchorage off Curling and gone to render all assistance possible to crafts which may have been nipped in the ice and are not so securely held but what she may be able to clear them.

Vessels Which Are Reported in Grasp of Ice King.

A press dispatch states that the schooners frozen in are the Constellation, Ralph L. Hall, Norma and Judique, the latter three being at Woods Island and the former at Meadows Cove. It is thought that some of these crafts may be just caught by floe ice, which a shift of wind may break up and clear them from its embrace, but in event of the lack of detailed reports it is safe to say that even if not solidly caught the crafts are at least in dangerous predicaments.

Orlando Merchant, owner of sch. Constellation, told a Times representative this morning that his advices from Bay of Islands stated that the craft was in the ice at Meadows Point. He was of the opinion, however, that she would be able to get clear and get away for home.

Cunningham & Thompson Company's advices are to the effect that sch. Norma, referred to in the press dispatch as being one of the crafts in difficulties is at Woods Island and as far as they know is in no trouble or danger.

Nothing has been heard here direct regarding schs. Judique and Ralph L. Hall but it is known that they are at Woods Island along with sch. Norma.

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TWO HERRING ARRIVALS HERE.

ONLY FISHING CRAFT TO BE REPORTED AT THIS PORT THIS MORNING.

Both the arrivals here this morning are from the Newfoundland treaty coast and both have herring.

Sch. Fannie A. Smith, from Bonne Bay, brings a full load of frozen herring and sch. Athlete has both frozen and salt herring, but is not fully laden.

This is the second trip sch. Fannie A. Smith has made this season.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Fannie A. Smith, Bonne Bay, N. F., 800 bbls. frozen herring, 78 bbls. pickled herring, 250 bbls. salt herring.

Sch. Athlete, Bay of Islands, N. F., 500 bbls. frozen herring, 550 bbls. salt herring, 185 bbls. pickled herring.

Sch. Mary B. Greer, shore.

Sch. Ida S. Brooks, shore.

Vessels Sailed.

Sch. Senator Saulsbury, Georges.

Sch. Richard, haddocking.

Sch. Walter P. Goulart, haddocking.

Sch. Belbina P. Domingoes, haddocking.

Sch. Clara G. Silva, haddocking.

Sch. Frances P. Mesquita, haddocking.

Sch. Emily Cooney, haddocking.

Sch. Annie and Jennie, haddocking.

Sch. Harriett, haddocking.

Sch. Manomet, haddocking.

Sch. Edith Silveira, haddocking.

Sch. Buema, haddocking.

Sch. Athena, haddocking.

Sch. Olive F. Hutchings, haddocking.

Sch. Virginia, haddocking.

Sch. Stranger, haddocking.

Sch. Georgia, haddocking.

Sch. Rose Standish, haddocking.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1/2 per bbl., pickled herring \$5 per bbl. Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on. Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.55 for large and \$5.50 for medium.

Portland Fish Notes.

Two good fares of fish were landed Monday by Schs. Katie L. Palmer and Albert W. Black each bringing in over 12,000 lbs.. The schooners were both badly iced up, they having been out in the blow, and had a very rough time in making port, being forced to take in sails and depend on their motors, without which nowadays no fishing vessel is considered properly equipped for sea. Capt. John Dyer and the little sloop Crusader are safe and sound.

Fears were entertained along the waterfront Monday morning that something might have happened to them. The Crusader went out Saturday night with others of the local fishing fleet. She did not return Sunday night and the incoming fishermen reported they had not seen the small craft after she parted company with them. She rarely stays out over a day at a time so that there was some reason to be anxious.

Later in the day, however, a telephone message was received from Cape Porpoise which said that the Crusader was in there. Capt. Dyer had made that port instead of Portland as it happened to be nearer when the stiff wind of Sunday night sprang up. He said he would start for home as soon as the weather calmed.

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FIVE OFFSHORES AT T WHARF.

COLD, BLOWY WEATHER FORCED
UP PRICE OF FISH THIS
MORNING.

Some of the expected off-shore vessels are at T wharf today, although their numbers are not as great as was anticipated. The arrivals in all number but 11 and of these six are market boats while the other five are big fellows from the southwest part of Georges.

The boats have but small catches to market, while the off-shore craft hail their catches from 50,000 to 77,000 pounds, sch. George Parker having the latter amount. Schs. Robert and Arthur, Morning Star, Conqueror and the new sch. Valerie are the others of the off-shore fleet in.

With the cold, blowy weather, prices stiffened and this morning haddock sold from \$2.50 to \$4.25 and large cod brought \$6. Hake went at from \$4.50 to \$5 and pollock sold at \$4 and \$4.50.

A lot of large sea scallops are coming to T wharf from Maine, but the price remains high, while except for a few kegs sent on special order, practically none are coming from the cape, from which place formerly big shipments were sent all during the winter. Some dealers say that the falling off of cape scallops is due to the new Maine law which forbids soaking scallops before shipping, which leaves them with the real sea flavor, and that consumers have begun to take to them for this flavor. Others say the new Massachusetts law forbidding taking small-sized scallops has made the fishermen overcautious.

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Flags were at half-staff yesterday on the administration building and before all the stores on T wharf for Edward B. Newton, who died suddenly Monday night. Mr. Newton was known to everyone at T wharf, and stood among the highest in business.

From outside the dealers bought at the exchange yesterday, 98 boxes and 12 barrels of haddock, 19 boxes and 15 barrels of cod, 13 boxes and 63 barrels of pollock, 2 boxes of hake, 3 boxes and 1 barrel of scrod and 10 barrels of flounders.

Boston Arrivals.

The fares and prices in detail are:

Sch. Annie and Jennie, 1200 haddock, 600 cod, 600 hake.

Sch. Priscilla, 12,000 cod.

Sch. Robert and Arthur, 45,000 haddock, 5,000 cod.

Sch. Morning Star, 55,000 haddock, 4,000 cod.

Sch. George Parker, 72,000 haddock, 2500 cod, 2,000 hake.

Sch. Mary Emerson, 3,000 cod.

Sch. On Time, 3,500 cod.

Sch. Valerie, 55,000 haddock, 6000 cod.

Sch. Conqueror, 65,000 haddock, 4,000 cod.

Sch. Mabelle E. Leavit, 5,000 cod.

Sch. Cherokee, 1800 cod.

Haddock, \$2.50 to \$4.25 per cwt.; large cod, \$6; market cod, \$4 to \$4.25; hake, \$4.50 to \$5; pollock, \$4. to \$4.50.

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Trawl Fishing in Japan.

Trawl fishing in Japan has made wonderful progress during the past six years. The bounty system has been abolished.

The Japanese government, as well as the people interested in the fisheries, are planning to export on a great scale codfish and herring to the Chinese market.

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Nova Scotia's Fishing Year.

In a review of the fishing operations in Nova Scotia for 1910, contributed to the Halifax Chronicle, A. Handfield Whitman says among other things:

"Probably for the first time in the history of the trade some 5,000 barrels of Irish and Norway mackerel were imported in 1910 by Halifax merchants; and they are having to fall back on Newfoundland for practically their entire supply of herring for the export trade.

"The fishing operations in Eastern Canada, so far as the production of dry and pickled fish is concerned, may be summarized as follows:

"Cape Breton and Gaspé Shore Codfishery, and Lunenburg Bank fishery, 25 per cent. above an average; South Shore of Nova Scotia codfishery, 25 per cent. under the average; Bay of Fundy scalefishery, 33 1-3 per cent. under the average. Mackerel and herring fishery almost a complete failure."

Prices compare about as follows:

	Dec. 1909.	Dec. 1910.
Small shore codfish.....	\$5.00	\$5.75
Large shore codfish.....	5.50	6.50
Bank codfish.....	4.75	6.00
Haddock	3.50	4.25
Hake	2.75	4.25
Pollock	3.00	4.00
Spring mackerel	11.00	13.00
No. 1 fat mackerel	18.00	20.00
No. 2 fat mackerel.....	15.00	18.00
No. 1 shore herring.....	2.75	4.00
No. 2 shore herring.....	2.25	3.00

Mr. Whitman concludes by saying:

"As Nova Scotians we should wake up things at Ottawa, and insist on action instead of promises. First of all there should be a Deputy Minister of Fisheries, as distant from the Deputy Minister of Marine.

"Then there should be a fisheries office in Halifax, in charge of a competent official, whose entire time should be given to the administration and development of the fisheries. This, to be followed, if necessary, with branch offices at the various fishing centers.

"Working with the fisheries official at Halifax there could be an advisory committee. This could be an enlargement of the present sub-committee on fisheries for Nova Scotia of the Conservation Commission. Fishery matters could then be intelligently discussed and recommendations sent to Ottawa that would have some hope of results."

New York Salt Fish Market.

The Fishing Gazette says of the general salt fish trade:

"A better demand for salt fish was noted during the week, particularly for mackerel. Irish promise to go higher, which will be welcome news to shippers on the other side, who have been holding back for an improvement.

"Scotch herring are very scarce, and the market has a strong tone. Yarmouth fish, which are not considered so good, are in demand.

"Prices on Holland herring are firm, and tending higher.

"Norway herring are plentiful, and prices easy.

"Codfish is scarce, and the high quotations are likely to prevail for some time.

"Latest European advices report diminished holdings at several ports; but the floods at Oporto having subsided, cargoes are being discharged as usual at that important center of the fish trade. Consumption is well maintained as a rule, and quotations generally continue at the previous level. French fish have been advanced in new transactions, although a considerable bulk is yet to be delivered on previous contracts.

"It is believed in some quarters that substantial quantities of late-caught French fish will appear in the Mediterranean markets in the spring.

"Political unrest in Portugal and Spain may also bring about easier prices.

"On this side of the Atlantic order has been restored in Brazil, and fairly steady conditions prevail throughout the West Indies and the Central American markets, pending the Lenten demand."

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St. Pierre, Miquelon Fisheries.

The American consul at St. Pierre, Miquelon, reports:

The average catch per vessel was 2,396 quintals (green), as against 2700 in 1910, and the total catch was approximately 127,000 quintals. The price was well maintained throughout the season, averaging \$3.14 per green quintal.

The shore fishing for the entire season was poor, the total catch being estimated at 22,000 quintals, as against 35,000 in 1909. Six hundred and fifty men were engaged in this fishery, and about 950 were employed in the Grand Bank schooners. The value of the shore fish is somewhat less than that coming from the Grand Banks.

Two hundred and twelve sailing vessels, direct from France, were engaged in the Newfoundland Banks fishery this season, about the same number as in 1909. While the vessels land part of their catch in St. Pierre, the results of their fishing are to be had only in France.

A most interesting feature in connection with the fisheries is the steam trawlers. With the exception of a feeble attempt on the part of Canadians, the French alone have striven to introduce this method of fishing. The results are being watched not only by St. Pierre shipping interests, but in Newfoundland, Canada, and the New England states. Results do not appear to have been satisfactory thus far; in fact, the season of 1909 must have been little short of disastrous for the trawlers, for, although there were 30 of these vessels on the Grand Banks that year, only 12 came out this season.

The catch this year, however, was better than in 1909, according to estimates based on the fish landed at St. Pierre by the steamers. The average of each vessel was 3000 quintals, as against 2500 in 1909.

It is possible that the improvement in their industry this season may cause the trawler owners to renew their efforts next spring. Much will depend on the results in 1911.

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Newfoundland Fishery Season.

A St. John's, N. F., exchange says:

"Owing to the failure of the United States cod fishery, and the great increased demand for cod in the Western States, Newfoundland has reaped the benefit of greatly enhanced prices, as much as \$6.90 being paid. One United States firm alone bought three million pounds of salt bulk cod on the south coast.

"With the exception of the failure of the Labrador fishery there has been general prosperity all round. The causes of the shortage at Labrador demands scientific investigation. There was a great abundance of fish, but it kept off in deep water, and did not come in a body to the inner fishing grounds for the small boats. The bankers all did well, and the fishery on the south and south-west coast was excellent and lasted longer than in any previous season."

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Landing Green Fish at Newfoundland.

The American sch. Marjie Turner arrived here from Portland, Me., via St. John's and Carbonear on Sunday last. The vessel is trying to secure a load of green fish for the American market and left for Port de Grave on Monday and after taking on board a quantity, returned here again on Thursday evening. She requires about 200 or 300 quintals more to complete her load and leaves for points on the north side of this bay as soon as a favorable time offers. This is the first result the people living in this section have seen of the new ruling from Washington, viz., that all fish brought into the United States through an American agency and in an American bottom shall be admitted duty free. The owners of the Marjie Turner intend handling both fresh and salt bulk fish. This is another result of the work of Sir Edward Morris in securing a market for our fish in the United States. Capt. W. H. Bartlett is on the ship as super-cargo and pilot.—Bay Roberts, N. F., Guardian.

High Prices for Salt Cod.

The fine fare of salt Georges hand-line cod of sch. Hattie A. Heckman sold to the Gloucester Salt Fish Company, at \$5.55 per hundred weight for large and \$5 for mediums and snappers, the same figures as last sales, which were considered the highest ever paid at this port for salt cod.

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RECIPROCITY REGULATIONS.

UNITED STATES AND CANADIAN COMMISSION WILL CONCLUDE NEGOTIATIONS TOMORROW.

Unless unforeseen details arise to block the progress of the conference today the reciprocity negotiations between the United States and Canada will be concluded tomorrow. The representatives of both countries did not meet in joint session yesterday, but they will confer tomorrow in what is expected to be a final session.

Charles M. Pepper, counsellor of the state department, one of the representatives of the United States, said last night that rapid progress had been made.

"There's a mass of detail to be gone over," he continued, "and the Canadian representatives and their assistants met by themselves yesterday to get it in shape for the conference today. We hope to be through by Saturday, but of course, we can't tell, as the whole subject is one of much detail."

Mr. Pepper escorted the Canadian representatives and their assistants to the White House yesterday and presented to President Taft, John McDougall, commissioner of customs of Canada, who arrives today. In the party were W. S. Fielding, minister of finance; William Paterson, minister of customs, and the members of the Canadian board of experts, J. H. Russell, Major H. V. Rourke and Commissioner McDougall.

WILL COLLECT COD SPAWN.

Fish Commission Steamer Gannett Will Soon Begin Winter Work.

In a week or two, the annual collection of cod spawn on the Maine coast will be begun by the United States fisheries steamer Gannett.

When this time comes, the Gannett will have a crew of about a dozen men. A man will be placed on each of the local fishing schooners so that when any cod spawn are brought over the sides of the vessel they can at once be secured and placed on board the Gannett. When enough of the spawn are found, they will be taken at once to Boothbay and placed in the hatchery there.

The Gannett was at Portland Tuesday from Portsmouth where she went after seed lobsters. Capt. Greenleaf reported that there were very few being secured and that only a few fishermen were after lobsters. He said that there were not many out along the coast anywhere as the weather had been so bad.

Portland Fish Notes.

About 30,000 pounds of fish were landed at Portland Wednesday by five vessels of the local fleet which managed to make a "set" on Tuesday in spite of the unfavorable weather. One of the crew of sch. Fanny Reed reported the day as one of the worst he ever experienced, and he had been fishing for over 40 years. Owing to the intense cold a thick vapor developed over the water, so thick that the men in dories could not see the nearest boats, and there was great danger of their becoming separated. The sails and rigging as well as the vessels themselves were badly iced up, and the crews generally had a very hard time. The fish found a ready market with good prices and the men earned every dollar they received for their fares.

Sch. Eva and Mildred has been supplied with a new mainboom in place of the one broken last week and started out on a cruise yesterday.

Just at present, the fishermen are receiving 22 cents apiece for lobsters; more than they have secured at any other time this winter. It has been rough weather along the coast, many of the fishermen have grown discouraged and taken in their gear while others because of the bad conditions have had no chance to haul their traps. Very few smack lobsters are moving. The demand in the big cities for the shell fish is not heavy and this has had something to do with local conditions. It is said there are plenty of the shellfish in the pounds but these have not begun to move yet. They are being held for a brisker demand.